



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	HEMET, CA	<b>Accident Number:</b>	LAX89LA145
<b>Date &amp; Time:</b>	04/01/1989, 1500 PST	<b>Registration:</b>	N82756
<b>Aircraft:</b>	LET L-13	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE RGT WING OF BLANIK L-13, N82756, HIT THE LEFT WING OF ANOTHER GLIDER (LS-1), WHICH WAS PARKED NEAR THE RGT EDGE OF THE RWY, AS THE BLANIK WAS STARTING TO BE LAUNCHED BEHIND A TOW PLANE. ACCORDING TO THE WING WALKER, HE HAD HOOKED THE TOW ROPE TO THE BLANIK & WAS LIFTING THE (RGT) WING, WHEN HE REALIZED THE LS-1 WAS TOO CLOSE TO THE RWY. HE SAID HE PUT THE WING DOWN & SHOUTED FOR A RELEASE AS HE HAD BEEN TAUGHT, BUT THE BLANIK PLT FANNED THE RUDDER TO SIGNAL THE TOW PLT FOR THE LAUNCH TO BEGIN. ACCORDING TO THE BLANIK PLT, THE WING WALKER HAD RAISED THE WING (A SIGNAL TO BGN THE LAUNCH), THEN TRIED TO STOP THE LAUNCH, BUT DID NOT USE THE PROPER 'CUT' SIGNAL. SUBSEQUENTLY, THE LAUNCH BEGAN & THE BLANIK VEERED SLIGHTLY RGT & HIT THE LS-1 BEFORE THE BLANIK PLT RELEASED THE TOW ROPE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE CREW COORDINATION BETWEEN THE GROUND LINEMAN AND THE BLANIK PILOT, AND FAILURE OF THE BLANIK PILOT TO MAINTAIN CLEARANCE BETWEEN HIS AIRCRAFT AND THE PARKED GLIDER. A FACTOR RELATED TO THE ACCIDENT WAS THE PROXIMITY OF THE PARKED GLIDER TO THE RUNWAY.

## Findings

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Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (C) CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
2. (C) CREW/GROUP COORDINATION - INADEQUATE - GROUND PERSONNEL
3. (F) OBJECT - AIRCRAFT PARKED/STANDING
4. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	71, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	625 hours (Total, all aircraft), 58 hours (Total, this make and model), 625 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	LET	<b>Registration:</b>	N82756
<b>Model/Series:</b>	L-13 L-13	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	025511
<b>Landing Gear Type:</b>	Hull	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1102 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	0 Unknown
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	PEARSON, RUSSELL O.	<b>Rated Power:</b>	
<b>Operator:</b>	SAILPLANE ENTERPRISE	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	22° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

Airport:	HEMET-RYAN (HMT)	Runway Surface Type:	Asphalt
Airport Elevation:	1512 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	2045 ft / 20 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	DEBRA J ECKROTE	Report Date:	06/19/1991
Additional Participating Persons:	ROGER BROWNLOW; RIVERSIDE, CA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).